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A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

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The Daily Press.

HONGKONG, December 5th 1898.

In another column we reprint from the San Francisco *Bulletin* two remarkable letters by the Hon. T. H. WHITEHEAD on the situation in China.To whom the letters were addressed is not stated, but from the closing paragraph of the second one it would seem that they must have been written as a private communication to some person of influence who had handed them to the *Bulletin* for publication; they do not bear the appearance of letters addressed direct to the editor. The general tone of the letters may be described as that of "swearing at" "lorgs," the hon. gentleman laying down no definite line of policy that he thinks should be adopted, but bemoaning all his energies to show that everything in connection with the British position in China is at sixes and sevens, a task that has of late been performed over and over again ad nauseam.Of destructive criticism of Lord SALISBURY and his policy we have had enough and to spare; what is wanted now is the display of some constructive ability in statesmanship; and when Lord CHARLES BERESFORD passed through Hongkong on his homeward journey we hope the Chamber of Commerce and the China Association may be able to tell his Lordship not only that things are not exactly as they like them, but what they think ought to be done to mend them. On the latter point Mr. WHITEHEAD's letters are a complete blank. He concluded his first letter by propounding the very question to which he might have been expected himself to supply the answer. "One of the most grave questions of the day," he says, "is whether it would be judicious for England, single-handed, to bolster up and defend the maintenance and integrity of the rotten, corrupt, and indefensible Chinese Government." And at that he leaves it. For our part we should say, it would not be judicious for England to bolster up and defend any "indefensible" Government, more especially a rotten and corrupt Government. If we are to undertake any great enterprise in China it ought to be in the direction of giving the country an entirely new or thoroughly reformed Government. Then again, it will be noticed that although Russia is Mr. WHITEHEAD's *hate note*, he makes it one of his grounds of complaint against the Unionist Government that "it has pursued a course which has placed England in hostility to Russia." The hon. gentleman's idea apparently is that we should have kicked Russia out, or slammed the door in her face, without giving her offence, a delicate operation beyond the capacity of any mundane Government, we fear. We may amuse ourselves by blaming the Government for not having miraculously combined the *fortiter in re* with the *cautio in modo*, but the important question is, what is to be done at the present crisis? Perhaps the most extraordinary portion of Mr. WHITEHEAD's letters, however, is his reference to the Kowloon extension and the acquisition of Weihaiwei. Having mentioned the acquisitions of Russia, Germany, and France, the hon. gentleman goes on to say: "And Britain, yes; Great Britain, it is said to think that notwithstanding her oft-claimed policy of the integrity of China, and her big talk of stopping grabbing, has herself grabbed and 'leased' Weihaiwei, and two hundred square miles of territory at Kowloon opposite Hongkong." We do wish communities in will share the hon.

gentleman's feeling of sadness at this "grabbing" and "leasing." The chief reason for sadness is that our Kowloon frontier was not rectified many years ago, and that Great Britain neglected until the other day to secure a position of strength in the north.

Amended regulations made under the provisions of the London Consolidation Ordinance, 1887, and the Motor Vehicles Ordinance, 1885, are published in the Gazette.

H. E. the Governor will hold his levee at Government House on Thursday, 8th December, at 4 p.m., and on Friday Lady Blake will hold a reception at Government House from 4 to 6 p.m.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals beg to acknowledge with thanks the following donations to the funds of the Hospitals:—

Mark Lai Tong \$10

Chen Ting 5

The Emperor of Japan paid a visit to Kobe on the 19th November for the purpose of reviewing the standing squadron. Advantage was taken of the opportunity by the foreign community to present an address, which His Majesty was graciously pleased to receive.

The Secretary of the Pungom Mining Co., Limited, advised us that he has received the following telegram giving the date of 27th November:— "The mill ran 27 days, extracting 2,900 tons, yielding 242 ozs. of smelted gold. There has been no clean-up of cyanide plant."

The Secretary of the Pungom Mining Co., Limited, who protected Agnado seems to be well do to well over from Hongkong to Manila and who has two things to that in his favour:—

There is money, which the immigrant leader will have to himself if he will live happy.

On 25th November a fire broke out in the Ewo Cotton Mill, in Xiangtze-poo Road, but fortunately it was overcome before it had done threatening damage to the factory. The fire was started in the mixing room with eight lines of hose laid on by the mill hands with commendable promptness. Damage £1,500.—*China Gazette*.

This afternoon on the Happy Valley the Hongkong Football Club will play Company of the King's Own Royal Regiment. The following will play for the Club:—F. H. Lloyd, goal; H. Pincock and A. S. Anton, backs; A. Brooks-Smith, C. T. K. Lloyd, and H. Howard, halves; T. Yule, H. Lloyd, K.O.R., W. A. L. Letchfield, K.O.R., H. B. Bedwell, R.N., and A. R. Lowe, forwards.

We are reliably informed that M. Olavsky, Russian Charge d'Affaires at Hongkong, advised his Government that the British papers in the East have referred to him as a mere commercial Consul, and that this will have a bad effect on the Slams. The Russian Government at once instructed him to assume the style and title of Minister-Resident and Consul-General of Russia at Bangkok. This will be made public in the course of a few days.—*Streets' Lines*.

The vote passed by the Legislative Council of the Straits Settlements for the West India Relief Fund does not meet with the approval of a writer in the *Malay Mail*, who says:—Why should the Government of the Straits Settlements only suppose that owing to the lamentable state of the Mandar House fund the Colonial Office has failed to call upon us to invite some of the members of the Straits Settlements to give us nothing to do with the West India Relief Fund? The Government is authorized to give a guarantee of interest up to a maximum of three millions to the Company holding the concession for the line from Lucknow to Yunnan.

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ably neutralise the value of Weihaiwei, inasmuch as we have a dozen or ourselves of all local supplies, including coal, which abounds in the port, and the right to connect Weihaiwei and Tientsin by railway. Port Arthur will speedily be connected by rail with the immense natural resources of Manchuria, while the Russian base on the Amoor river and the European Russia through Port Arthur, the Russian steamer *Nanyang*, from Singa-
pore 22nd Nov., had strong northerly gale and high seas to the Pampas, then turned to port, moderate N.E. winds, 1st Dec. The Chinese steamer *Yunnan*, from Sydney 12th Nov., had fine weather and moderate winds to Port Darwin; from Port Darwin light winds and fine weather to Cabo; from thence strong and violent, heavy sea, equally, fine and clear.

The British steamer *Yokohama*, from London and Kobe 23rd Oct., had strong N.E. winds and S.W. gales all day, 24th, from Portland to Yoko-
hama, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 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NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION CO.

STEAMER Tons. Captain. Proposed Sailing. STEAMER Tons. Captain. Proposed Sailing.

VICTORIA ... 5,167 J. Parker ... Dec. 24

TACOMA ... 2,600 W. Smith ... Dec. 24

PORTLAND ... 2,500 J. McGilivray ... Dec. 10

OREGON ... 2,600 J. Truebridge ... Jan. 14

VICTORIA ... 5,167 J. G. Williamson ... Dec. 24

TACOMA ... 2,600 W. Smith ... Dec. 24

PORTLAND ... 2,500 J. McGilivray ... Dec. 10

OREGON ... 2,600 J. Truebridge ... Jan. 14

VICTORIA ... 5,167 J. G. Williamson ... March 11

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £24.

Excellent accommodation. First class Table. Doctor and Stewardess carried.

Passenger to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

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The Railroad travelling is second to none. the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, £22.

The best route to the KUOYUKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DIKES and ST. MICHAEL.

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Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Carriage Invoices of Goods for United States Points should be in quadruplicate, and one copy sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Passenger must be sent to our Office (with address marked in full) by 6 p.m. on the day previous to sailing.

Further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO.,
General Agents.

Hongkong, 15th November, 1898.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON. REMARKS.

HONGKONG, &c. { C. L. W. F. ... } Noon, 10th { See Special Advertisement.

YOKOHAMA (Direct) { JAPAN ... } About 10th { Freight or Passage.

SHANGHAI { PARAWAHTA, R.M. ... } About 12th { Freight or Passage.

YOKOHAMA VIA NA ... { MARAZON ... } About 13th { Freight, (Passing through

GASAKI & KOBE ... { E. G. Andrews ... } December { the Inland Sea).

HONGKONG { CAYTON, J. ... } About 15th { Freight or Passage.

CAYTON, J. ... December { Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 3rd December, 1898.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

REMARKS. DESTINATIONS. SAILING DATES.

HAWAII MARY ... MARSÉLLES, LONDON, &c. { THURSDAY, 8th Decem-
J. B. THOMPSON ... BORNEO, SINGAPORE, PHANGA-
ber, &c. } 1898.MARSÉLLES, LONDON, NEWCASTLE, &c. { THURSDAY, 22nd Decem-
T. W. THOMPSON ... BORNEO, SINGAPORE, PENANG, COLOMBO, and PORT SAID. } ber, at 4 p.m.SANZU MARY ... MARSÉLLES, LONDON, NEWCASTLE, &c. { THURSDAY, 22nd Decem-
T. W. THOMPSON ... BORNEO, SINGAPORE, PENANG, COLOMBO, and PORT SAID. } ber, at 4 p.m.BUNOMA MARY ... KOBE & YOKOHAMA ... { THURSDAY, 22nd Decem-
T. Tsuchi ... ber, at 4 p.m.

THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SIDNEY, and MELBOURNE ... { FRIDAY, 30th December, 1898. } at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MTHARA,
Manager.

Hongkong, 1st December, 1898.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.THE FAIR ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, TOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF JAPAN ... Comdr. G. A. Lee, R.N. ... WEDNESDAY, 1st Dec., 1898.

EMPEROR OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 18th Jan., 1899.

EMPEROR OF INDIA ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 15th Feb., 1899.

THE magnificence of TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage, YOKOHAMA to VANCOUVER, and back again via VANCOUVER with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily and weekly connections with the Canadian FERMS, THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. A connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in service of China and Japan, and to Government Officials and their families.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

Further information, Maps, Guide Books, Estates of Passage, &c., apply to

D. M. BROWN, General Agent,
Padre Street.

Hongkong, 26th November, 1898.

NORTH GERMAN LLOYD : HAMBURG AMERICA LINE.
SHIPMENT SERVICE.Hamburg Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

REMARKS. DESTINATIONS. SAILING DATES.

HAMBURG ... HAVER AND HAMBURG ... { About 14th { Freight and
Capt. Christianus ... } December. } Passage.HAMBURG ... HAVER AND HAMBURG ... { About 22nd { Freight and
Capt. Voss ... } December. } Passage.HAMBURG ... HAVER AND HAMBURG ... { About 31st { Freight and
Capt. Schröder ... } December. } Passage.HAMBURG ... GENOA AND HAMBURG ... { About 5th { Freight and
Capt. Sibler ... } January. } Passage.HAMBURG ... HAMBURG AND ENTWERF ... { About 7th { Freight and
Capt. Magin ... } January. } Passage.

* Please, passengers have superior accommodation for Passengers and carry a Doctor and a steward.

Calling at Naples for passengers only, if sufficient passengers offered.

For further particulars as to Freight, Passage, &c., apply to

GABLOWITZ & CO.,
Agents.

Hongkong, 17th November, 1898.

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